

MANY OF WRECK VICTIMS MAY BE BURIED IN NAMELESS GRAVES

Continued from First Page.

It is remarkable how many heads were cut or bruised. A woman would faint from the lid of the coffin, she had just raised. Thus it went on all day long until forty-eight bodies were identified.

A man would find the bodies of his wife and children. A woman would identify the body of her husband. In the hunt for bodies of the victims there was no distinction of class. Every person, whether finely dressed or roughly clad, took his turn in the line that moved constantly from coffin to coffin. The great majority of persons, however, were disappointed in their search.

Lost His Entire Family.

At times a frantic man would hurry from coffin to coffin looking over the shoulders of persons near it and trying to satisfy himself by a quick glance that the body was not that of the loved one—most of the bodies were so marred that quick identification was impossible—and then dash to the next. The most pathetic is the experience of C. W. Cullen, a candy merchant of Montreal, who had sent his wife, two children and a maid, Jennie Hylthe, on the Empress of Ireland for a summer trip to England. The maid alone survived.

Cullen, in a check gray suit and wearing a straw hat, ran from one coffin to another looking for his wife, but in vain. Then he turned to gaze on the twenty-five coffins of children. He quickly found the body of his daughter, Maude, 6 years old, who in the excitement following the collision had been seized by the mother. The search among the babies ranging from 12 months to 3 years then went on. Some of the babies lying in the coffins looked as if they were asleep, with their hair curled or ruffled by a light breeze. Others had bruised foreheads, suggesting vividly how they had been hurtled against stanchions or the sides of their cabins and killed before the water came upon them. The legs and arms of others were cut and bruised terribly. Upon the little ones Cullen gazed and finally picked out one baby with blond hair that curled in a wavy manner. He turned to Canon Scott, rector of St. Matthew's Episcopal Church, and said:

Two Claim Same Body.

"That is my boy." Then Cullen turned again to search throughout the bodies of the adults for his wife. Scarcely had he turned away from T. H. Archer of Saskatchewan, who had lost a wife and baby in the wreck and had escaped himself, began to study the faces of the babies. He had found the body of a woman that he supposed to be his wife. He came upon the body of a child marked No. 118, which had been identified only a few minutes before by Cullen as the body of his baby. Archer insisted that the body was that of his baby Alfred. He was told Cullen had decided that the boy was his own child.

The two men were brought together by Canon Scott. Both were gracious and affable and both consented to study the features of the face again. A police officer lifted up the coffin in his arms and held it while the two men scanned the face of the child. Cullen decided he would go and get the maid. He disappeared. Then Archer asked the officer to carry the baby to a window, where he looked again at the face of the baby. He wanted to see the knee of the baby, but that was so bruised and discolored that the little knee proved no help. He insisted, however, that the baby was his and accompanied by the clergyman he took it back to Coroner G. Will Jolicoeur and had the child registered as his. Canon Scott, feeling that there might be a mistake, counselled the man to make a study of the features of his wife and compare them with those of the child. Archer consented to do so. While that was going on Cullen returned with the maid, who, after a quick glance, agreed that the baby belonged to Cullen. Each bereaved father clung to the belief that the child was his.

The "Judgment of Solomon."

There came a deadlock and finally some one suggested that the decision be left to Mayor Napoleon Drouin of Quebec. The Mayor was called and each father presented what he considered proof that the child belonged to him. The Mayor, however, after a study of the features of Mrs. Archer and those of the child decided the baby was not the Archer child, and he finally awarded the baby to Cullen.

Both the Cullen children were packed in boxes and forwarded to Montreal tonight. While the controversy between Cullen and Archer was going on a woman attired in clothes of crude texture wandered past the bodies of the children, stopping to lift up the coffin lids and gaze tenderly on the little faces. She was a survivor and was looking for her baby that had been torn from her arms. One child with dark hair and features of a cherub, bearing many bruises, attracted her attention. She believed the baby was hers, but she was not sure. "My child," she said, "has one tooth on the right side. Bending over she reverently opened the mouth of the tot and then a moan escaped from her.

Almost All Bodies Bruised.

Many similar tragic incidents were enacted in the course of the day, and by nightfall there were twelve other bodies of which identifications were made but of which the relatives were not sure because of the bruised and mutilated condition of the bodies.

STORSAD AT MONTREAL; SEIZED THERE BY SHERIFF

C. P. R. Officials Claim \$2,000,000 Damages for Collision—Deposit of Bail Will Be Made in Montreal To-day.

MONTREAL, May 31.—With the Norwegian flag flying half mast at her stern the collier Storsad, in charge of the powerful tug Lord Strathcona, came into port this morning under her own steam. She was badly damaged about the bows, but so far as could be seen this did not extend to more than twenty feet from the stem. She was low in the water except at the bows, where she had evidently been lightened. Here the draught was exactly twenty-six feet.

That the impact with the Empress of Ireland had been great was evident by the way the vessel's stem was twisted to port, the hawser hole completely smashed, plates cracked, rivets twisted or missing, while the heavy anchor had evidently been driven back several feet into the bows. Newspaper men who met the vessel and boarded were ordered off.

Capt. Anderson and the members of the crew would not talk about the accident, the former saying he could make no statement as an official of the Dominion Coal Company. The charterers of the boat, he said, had arranged to do that.

Some of the seamen of the Storsad

who were induced to talk said Capt. Anderson was off duty at the time of the accident. They also alleged that the Storsad had been signalled to go astern before it struck the Empress a glancing blow. The seamen of the collier said that 350 persons were saved by the crew of the Storsad.

In anticipation of the arrival of the Norwegian collier W. Simpson Walker, registrar of the admiralty court, was instructed by Messrs. Meredith, MacPherson, Hague, Shaughnessy, Holden and Howard, solicitors for the Canadian Pacific Railway, to issue documents for the seizure of the Storsad for damages by collision to the extent of \$2,000,000. This amount can be further augmented. The warrant was executed by Acting Deputy Sheriff W. S. Marston. The collier's captain made demur when the official tried to board her, but the latter succeeded. Asked by the captain on whose authority he came the deputy sheriff replied, "On the authority of the British Empire."

The warrant was nailed to the mast accompanied by a writ of summons in rem. The vessel cannot now be moved without the deposit of bail, which will be arranged to-morrow.

Identifications of members of his band who had perished in the disaster. He explained that 175 persons connected with the army had sailed on the Empress and only twenty-five had survived. Of the victims he identified sixteen in the course of the day, but he said that many of the bodies were so badly disfigured that it was not possible to recognize them.

While stories of premonitions are always told after every disaster, McGillivray told a story about Mrs. Nettie Simcoe, a major in the army, that could not be ignored. "Mrs. Simcoe told me on the morning that the Empress sailed," he said, "that the night before she had dreamed about crowds of people in mourning. She told the story to several members of the army at breakfast and as a result of her story several army men did not sail. Furthermore, Edward Gray, solo cornetist, had a similar premonition. As a result he made his will and left it with his fiancée."

"More than a month ago the Salvation Army in Toronto spent \$2,000 to buy a plot in the cemetery. There were 100 feet of ground over the expenditure as useless, but the plot will be more than filled now with the bodies of the persons who died in the collision."

It was said here to-day that Miss Jackson, chief stewardess on the Empress, who was a stewardess on the Titanic and escaped death in that disaster, lost her life on the Empress of Ireland.

Charles P. Lindsay of Bridgeport, Conn., had the greatest difficulty in identifying the body of his brother, Dr. M. A. Lindsay, a pathologist to the Nova Scotia Government and professor of pathology in Dalhousie University, Halifax, who perished on his way to England to be married.

The two brothers had not seen each other for some time. This morning Charles Lindsay, who reached here last night, finally found a body which bore a strong resemblance to the photograph of his brother, which he carried in his pocket. "Time after time," he said, "I looked at the picture, calm and ordered, and then at the dead one, battered and distorted. He would not trust his own judgment. He called a half dozen people to look up the body, and they all agreed. Close inspection showed it to be a striking one. There was the high thoughtful brow and deep-set eyes in both. By some chance the curl of the front hair seemed to be the same, despite the way the body had been washed and tossed about. Even with the assurance of bystanders Mr. Lindsay hesitated to make the identification final until officials of the steamship company took from beneath his dead brother's feet a handkerchief in which were wrapped up a packet of letters, telegrams, cards and a pocketbook. These objects made the identification clear."

While there were more than 125 bodies to-night that had not been identified, many survivors and relatives of victims left here to-night. They had given up hope. They telegraphed relatives that the bodies had not been recovered and they took trains to their respective homes. A Cleve went to Rimouski in the hope that more bodies might be picked up. There were reports here to-day that many persons had been burned in an explosion following the collision. Coroner Jolicoeur was questioned in regard to this charge, said he had examined the bodies and had not found any bodies which showed burns. He admitted, however, that almost every body showed signs of violence.

CAPT. KENDALL WON'T TALK.

"You'll Have It All in a Few Days," He Says.

QUEBEC, May 31.—Capt. Kendall of the ill-fated Empress of Ireland went through here at 3:40 o'clock this morning on the way to Montreal, where he was received by officials of the Canadian Pacific. He was awake when the special train from Rimouski arrived and talked for a few minutes. Lying in a berth, he appeared weak and dishevelled. His blue eyes were sunken and his bronzed cheeks were hollow. From time to time he covered his eyes with his hands or pressed his fingers to his temples as if seeking to slay an intense suffering or put something away from his thoughts. It was plain he was in great mental anguish.

"Was Capt. Anderson to blame for the collision?" he was asked as he lay in his berth, his hand moving across his eyes. "Can't answer," he said; "you'll have all that in a few days."

VICTIM VISITED BLOOMFIELD.

A. C. Brandon of Manchester was Edward Lancelotti's guest. BLOOMFIELD, N. J., May 31.—One of the victims of the Empress of Ireland disaster was A. C. Brandon of Manchester, England, who was returning to his home after an extended visit to relatives and friends in this country. He identified the body of Mrs. Barbour, but he looked in vain for the baby.

STORSAD'S OWNERS EXONERATE CAPTAIN

Collier Had Right of Way, the Company's Representatives Declare.

ANDERSON FILES REPORT

Vessel Gave Every Assistance Possible to Empress, Says Statement.

MONTREAL, May 31.—Capt. Ove Lange, American chief of the Maritime Steamship Company, and John J. Griffin, the company's attorney, gave out a statement to-night, based on a report made to them by Capt. Anderson of the collier Storsad. It follows, in part:

"The vessels sighted each other when far apart. The Empress of Ireland was seen off the port bow of the Storsad. The Empress of Ireland's green, or starboard light, was visible to those on the Storsad. Under these circumstances the rules of navigation gave the Storsad the right of way."

"The heading of the Empress was then changed in such a manner as to put the vessels in a position to pass safely. Shortly after a fog enveloped first the Empress and then the Storsad. The fog signals were exchanged, the Storsad's engines were at once slowed and then stopped. Her heading remained unaltered. Whistles from the Empress were heard on the Storsad port bow and were answered. The Empress of Ireland was then seen through the fog close at hand on the port bow of the Storsad. She was showing her green light and was making considerable headway."

"The engines of the Storsad were at once reversed at full speed and her headway was nearly checked when the vessels came together. The Storsad's engines were ordered ahead for the purpose of holding her bow against the side of the Empress and thus preventing the entrance of water into the vessel. The heading of the Empress, however, swung the Storsad around in such a way as to twist the Storsad's bow out of the hole and to bend the bow itself over to port."

"The statements which have appeared in the press indicating that there was the slightest delay on the part of the Storsad in rendering prompt and efficient aid do a cruel injustice to the captain, who did not hesitate to send out every boat he had, in spite of the desperate condition of his own ship."

MRS. IRVING'S BODY FOUND.

Those of Her Husband and Sir H. Seton-Karr Missing.

QUEBEC, May 31.—No relatives of Laurence Irving, the English actor, and his wife, who died together, are here, but kindred in England sent Canadian Pacific officials a record of identification marks. The body of Mrs. Irving, who was known on the stage as Mabel Hackney, was recognized comparatively early in the day, but that of Mr. Irving was not found. Mr. Hamilton of the Canadian Bank of Commerce was one of the searchers for the actor's body.

The body of Mrs. Leonard Palmer, wife of the London newspaper man, was identified on the pier. The search for the body of Sir Henry Seton-Karr, the English actor and his wife, was less successful, though a detailed description had been cabled to acquaintances of some of his friends.

MANY BODIES IDENTIFIED.

List of Those Landed Which Have Been Recognized.

QUEBEC, May 31.—Of the bodies landed here this morning the following have been identified so far:

First Cabin.
BARLOW, MRS. A. E., Montreal.
CRATHERN, MISS WAINETA, Montreal.
CULLEN, MAUDE, Montreal.
EDWARDS, COX, Yokohama.
GOLDTHORP, (The name of Charles Goldthorp, Bradford, England, appears on the first cabin passenger list.)
IRVING, MRS. LAURENCE (Mabel Hackney).
LINDSAY, DR. M. A., Halifax.
PALMER, MRS. W. LEONARD, London.
PRICE, MRS. WYNN, Auckland, N. Z.
SEYBOLD, MRS.

Second Cabin.
BARBOUR, MRS. S.
DAVIES, MRS. WILLIAM, Toronto.
KAVALESKY, IVAN, Quebec.

Salvation Army Party.
DE BOWE, ADJUTANT EVERETT.
PINDLAY, MAJOR HUGH, Toronto.
GREEN, MRS. A.
HANNAGAN, F. S. (names of Major and Mrs. Ed. Hannagan are in passenger list).

HARRIGAN, E.
"WAS MR. Ed. Hannagan).
HUNTER, MRS.
MORRIS, MRS. ARTHUR.
POTTER, BRIG. SCOTT, financial secretary, Toronto.
POTTER, MASTER WILLARD.
SIMCOE, MAJOR NETTIE, Vancouver, B. C.

Members of Crew.
BRAINE, E., bedroom steward.
MORRISON, J., assistant steward.
PARKINSON, —, second class steward.
PEARSON, MRS. S. C., stewardess.
PERRY, H., assistant steward.
PETERSON, V., carpenter.
THOMAS, M. R., chief officer.
THOMPSON, C. J., plumber.
WILDMAN, J., storekeeper.
The names of the following appear in none of the passenger lists:
"WAS MR. Ed. Hannagan).
BROOKS, DOLLY.
GALLAGHER, MRS. R.
HAMMUNER, MRS. ARCHER E.
HOLT, K. E.
PAVETILLA, SR. and JR.

Mrs. R. Gallagher, whose name appears above, may possibly be the wife of Cedric Gallagher of Winnipeg, whose name was on the list of survivors published yesterday.

FOUR MORE SURVIVORS.

Few Additions Made to List of Those Saved.

MONTREAL, May 31.—The following additional list of survivors was given out by the Canadian Pacific Company to-day:
BAVASCH, MARY.
JOVETZ, ARHIB.
KUBRI, GREGOR.
LUBNEVSKI, JACOB.

As the above names do not appear in either the first or the second passenger list it is presumed they were third class passengers.

PATROL COVERING 120 MILES SEARCHING SHORE FOR BODIES



GRAND MECHINS, Que., May 31.—Complete patrol system along the beach from the point of the wreck to St. Anne des Monts has now been established, covering the coast line of 120 miles. Westerly winds are prevailing and the current is bearing on the south shore.

All bodies which are picked up will be minutely described and the description will be wired to the Canadian Pacific Railway office at Quebec. It is the unanimous opinion of all coast fishermen that seven or nine days must elapse before the bodies will likely be beached.

All officers in charge of the salvage and recovery are sworn special constables, and every facility for quick action and despatch is assured. The base of the recovery organization has been established at Matane, Que., the nearest rail terminal. Any special instructions or descriptions wired by relatives to that point will receive the quickest attention. At Matane this morning some wreckage came ashore, mainly garments, shoes, &c.

The Government has also instituted a patrol on the water.

INVESTIGATION STARTS TO-DAY.

Wreck Commissioner's Inquiry Proceeds That of Government.

OTTAWA, Ont., May 31.—Prompt steps are being taken by the Canadian Government to investigate thoroughly the sinking of the Empress of Ireland in order to place the blame for the disaster and to devise all possible additional safeguards against danger to ships and lives in the St. Lawrence. A royal commission will be appointed at once to carry on the investigation and to recommend new traffic regulations.

The commission probably will consist of two judges of the Admiralty Court of Canada and a representative of the British Board of Trade. George Vaux has already been named to represent this board at the suggestion of the Imperial authorities. Mr. Vaux has sailed for Canada and is expected in Montreal June 8.

The investigation will not be confined to the recent disaster but will cover a series of accidents on the St. Lawrence route. It is believed by the Government that while many of those accidents may in a measure have been due to insufficient safeguards, personal negligence has entered in to a large degree.

Pending the investigation by the commission Capt. Lindsay, the Dominion wreck commissioner, will begin a preliminary inquiry in Montreal to-morrow. He will take evidence under oath from as many of the surviving passengers and crew of the Empress of Ireland as possible before they scatter.

The crew of the Storsad will be examined closely as to what occurred on board both before and after the collision. This evidence will be available for the main commission afterward.

QUEBEC, May 31.—E. W. Beatty, general counsel of the Canadian Pacific, arrived here to-day and directed the taking of statements from members of the crew of the Empress and passengers. He had

THINK THE STORSAD VIOLATED SEA RULES

Navigators Here Are Inclined to Blame Collier for Disaster.

Navigators hereabout are inclined to believe that Capt. Anderson of the collier Storsad was not proceeding in the fog according to the international rules for safety in thick weather at sea. They do not want to express criticism of him, however, until they hear what he has to say about his manoeuvring.

The blast that he gave on his whistle indicated merely that he was in fog. The rule on the subject says that a steam vessel under way, except when towing other vessels or being towed, shall sound a prolonged blast on the whistle or siren at intervals of not more than one minute. The signals used by the commander of the Empress of Ireland, if heard by the Storsad's skipper, must have been understood by him.

The three short blasts of Capt. Kendall's whistle meant, according to the international code, that the Empress was going full speed astern, and the natural expectation of Capt. Kendall was to hear similar signals from the collier. He heard the prolonged blast, indicating that the Storsad was under way and proceeding on her course.

When the Empress's engines were stopped the two long blasts of her whistle told Capt. Anderson of the Storsad, if he heard them, exactly what the big liner had done. So Capt. Kendall must have wondered why he again got the prolonged blast from the collier.

The rule says that steamships shall go at a "moderate speed" in fog and shall make every effort to find the position of the ship nearest her and blowing her whistle, and that she shall navigate with caution, stopping her engines, if necessary, until danger is cleared. Transatlantic commanders frequently have suggested a code of signals by whistles that would indicate the relative positions of ships in thick weather, but none ever has been adopted by any line.

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Expressly for today and tomorrow

A Sale of Men's Crepe and Silk Shirts

Values up to \$6.00

at \$3.45

Fine Silk Shirts—fit for the most fastidious man afoot.

These are those heavy crepe and tub silk negligee shirts—heavy in the sense that they have weight and body, yet really light weight and cool in wear. The assortment includes white and a splendid assortment of this season's designs and colorings. Only 600 at this price.

\$1.00 Clocked Silk Hose at 50c

A fine pure thread silk hose, with a machine clock as good as any done by hand. In a great collection of colors.

50c Thread Silk Hose at 25c

Pure thread silk hose in black and solid colors; drop stitch hose in a variety of two tones; and novelty effects in smart interwoven clocks.

\$1.00 Roxford Union Suits at 59c

White check Madras of fine, sheer quality. Sleeveless and knee length. The name "Roxford" guarantees the quality.

\$1.50 Fine Union Suits at 85c

Of fine figured Madras, with silk stripes, in sleeveless, knee length style. All sizes. An excellent quality.

\$1.00 Shirts & Drawers at 45c

These are the athletic kind, the shirts sleeveless and the drawers knee length. Made of figured Madras and silk stripe fabrics, in plain white, blue, pink and tan.

Walking Sticks at 65c the values being up to \$1.50

A man will marvel at the variety of woods in this lot of canes—Walnut, partridge, Malacca, stonewood, Manila and dogwood—and the trimmings of sterling or German silver offer some very choice ideas in cane styles. All sorts of handles, including crooks to hang loosely over the arm, and incidentally there are

Some folding canes for the traveler included at this remarkable price.

Monday and Tuesday

Important reductions in Men's

High and Low Shoes

They are new styles and have been delivered to us only within the past few weeks, but changes in the Department necessitate changes in the stock—so there you are. The leathers include gun metal, patent coltskin, black and brown vicci kid, and tan Russia calf, in lace, Blucher and button styles. All sizes.

\$5.00 Low Shoes (817 pairs) reduced to } \$3.85
\$5.00 High Shoes (590 pairs) reduced to }
\$4.00 Low Shoes (710 pairs) reduced to } \$2.95
\$4.00 High Shoes (417 pairs) reduced to }

Suits \$17.50 to \$45
Overcoats \$15.00 to \$38

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